

**IN THE CLAIMS:**

Please amend the claims as follows:

Claims 1 to 19 (cancelled)

Claim 20. (new): A vehicle comprising a vehicle body having side walls, a rear structure, seats for occupants and a planar loading area behind the rearmost seats extending between the vehicle sidewalls to the rear structure,

the rear structure of the vehicle including a rear hatch that can swing open to expose and render accessible the loading area, and a loading edge having a predetermined vertical height extending across the loading area and interconnected to the vehicle sidewalls,

a first horizontal guide channel formed in each vehicle side wall at a vertical height above the loading area that is greater than the predetermined vertical height of the loading edge, the first horizontal guide channel extending from the vehicle rear structure forward toward the rearmost seats and terminating at its forward end spaced from the rearmost seats,

a second vertically depending downwardly guide channel formed in each vehicle side wall extending forwardly at an acute angle from and as a continuation of the forward end of the first horizontal guide channel in that vehicle sidewall and terminating at its lower end at the plane of the loading area adjacent but spaced from the rearmost seats of the vehicle,

a third vertically depending downwardly guide channel formed in each vehicle side wall extending forwardly at an acute angle from a point intermediate the ends of the first horizontal guide channel in that vehicle sidewall as a branch of

the first horizontal guide channel and terminating at its lower end at the plane of the loading area,

an elongated loading floor lying adjacent the plane of the loading area and extending laterally of the vehicle from one vehicle side to the other vehicle side and longitudinally of the vehicle from adjacent the rearmost seats to adjacent the rear structure to substantially cover the entire loading area,

a first pair of guide members mounted on the loading floor and positioned respectively in the second vertically depending downwardly guide channels at their lower terminal ends for cooperation therewith,

a second pair of guide members mounted on the loading floor and positioned respectively in the third vertically depending downwardly guide channels at their lower terminal ends for cooperation therewith,

whereupon when the rear hatch of the vehicle is open, and a force is exerted upon the loading floor in a rearward direction, the loading floor will rise up vertically to the level of the first guide channels and then move rearwardly over the loading edge and out the open rear of the vehicle.

Claim 21. (new): A vehicle according to claim 20 wherein a first axle member having first and second ends is mounted transversely on the loading floor below its upper surface with the first pair of guide members being mounted, respectively, on the first and second ends of the first axle member.

Claim 22. (new): A vehicle according to claim 21 wherein a second axle member having first and second ends is mounted transversely on the loading floor below its upper surface with the second pair of guide members being mounted, respectively, on the first and second ends of the second axle member.

Claim 23. (new): A vehicle according to claim 20 wherein a grip is provided for lifting and pulling out the loading floor by a user.

Claim 24. (new): A vehicle according to claim 20 wherein a drive mechanism is provided for at least one of the first guide members, for lifting/pulling out and pulling in/lowering the loading floor.

Claim 25. (new): A vehicle according to claim 20 wherein the drive mechanism is one of a mechanical, electromechanical, pneumatic and hydraulic drive mechanism.

Claim 26. (new): A vehicle according to claim 22 wherein a drive mechanism is provided for at least one of the axel members, for lifting/pulling out and pulling in/lowering the loading floor.

Claim 27. (new): A vehicle according to claim 20 wherein at least one of the second guide channels is provided with a rack, and the guide member positioned in said at least one of the second guide channels is provided with a gear for meshing with the rack.

Claim 28. (new): A vehicle according to claim 23 wherein the grip is accommodated in a portion of the loading floor adjacent the rear structure in a fold-out manner.

Claim 29. (new): A vehicle according to claim 20 wherein the second and third guide channels are spaced apart from about 0.2x to about 0.4x the length of the loading floor, in the pull-out direction.

Claim 30. (new): A vehicle according to claim 20 wherein an arresting member is provided for releasably arresting the loading floor in its extended position.

Claim 31. (new): A vehicle according to claim 30 wherein the arresting member is mounted juxtaposed to the loading edge.

Claim 32. (new): A vehicle according to claim 31 wherein the arresting member comprises a spring loaded ball coacting with a recess in the bottom of the loading floor,

Claim 33. (new): A vehicle according to claim 26 wherein the drive mechanism is one of a mechanical, electromechanical, pneumatic and hydraulic drive mechanism.

Claim 34. (new): A vehicle according to claim 22 wherein racks are positioned in the second and third guide channels, and gears are fixed to all of the guide members in meshing engagement with the racks, and a drive mechanism is provided for the first and second axels.

Claim 35. (new): A vehicle according to claim 20 wherein the vertical rise of the second and third guide channels is from about 20 to about 80 mm, and the vertical rise of the loading edge is from less than about 80 to less than about 20 mm.

Claim 36. (new): A vehicle according to claim 20 wherein the vertical rise of the second and third guide channels is from about 40 to about 60 mm and the vertical rise of the loading edge is from less than about 60 to less than about 40 mm.